Milton 401 Industrial Park

Implementation Policy

Summary

MILTON 401 INDUSTRIAL PARK

IMPLEMENTATION POLICY

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MILTON 401 INDUSTRIAL PARK
IMPLEMENTATION POLICY
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Milton 401 Industrial Park Implementation Policy

Summary

May 1, 1981

SUMMARY

MILTON 401 INDUSTRIAL PARK

IMPLEMENTATION POLICY

The Town of Milton is located within the Regional Municipality of Halton and occupies a central position in the economic corridor of Southern Ontario. Milton is approximately 58 kilometers (35 miles) west of Toronto with its geographical relationship to other centres of commerce in southern Ontario, the Niagara frontier and United States border cities as noted in Figure 1-1.

The Town, with a present day population of approximately 18,700 people, is a growing municipality with a solid, well established residential, commercial and industrial base.

The subject Industrial Area, commonly known as Amendment No. 7 to the Official Plan of the Milton Planning area and designated the "MILTON 401 INDUSTRIAL PARK", comprises approximately 562 hectares (1,388 acres) of land to the north and westerly extremities of the Town as noted on Figure 1-2. A portion of the Amendment area lies north of Highway 401 with a smaller component to the south of Highway 401. The area is also traversed by Highway 25 and a north/south Canadian National Railways dual track main line.

The Amendment area topography is gently undulating with moderate slopes and is presently in a rural setting with many sections actively farmed.

Plate 1-1 is an overall aerial view of the Amendment area.

On February 19, 1979, Amendment No. 7 to the Official Plan for the Milton Planning Area was approved by the Minister of Housing and included all modifications made by the Minister. This document was lodged by the Corporation of the Town of Milton in the Registry Office for Halton, Division 20 on March 5, 1979 as deposit number 22.

The working copy of the Amendment document contains six basic sections, namely:

1. Purpose of Amendment
2. Location of Lands Affected
3. Basis for the Amendment
4. Details of Amendment
   - General Objectives and Policies
   - Services : Background and Policy Objectives
   - Roads : Background and Policy Objectives
   - Proposal : Land Use Plan Changes
5. Implementation
6. Interpretation.

In review of this document, four items are of particular note, namely:

1. The requirement for DRY INDUSTRIAL uses in relation to a designated maximum amount of sewage flow of 2806 liters/hectare/day.

2. The initial allocation of only approximately 262 hectares for municipal water and sewage services in two phases - "first phase" of 202 hectares and a "second phase" of approximately 60 hectares. Any expansion of the municipal sewage service area will be subject to studies showing, to the satisfaction of the Town of Milton, Region of Halton and the Ministry of the Environment, the extent of sewage treatment plant capacity for the expansion. It should also be noted

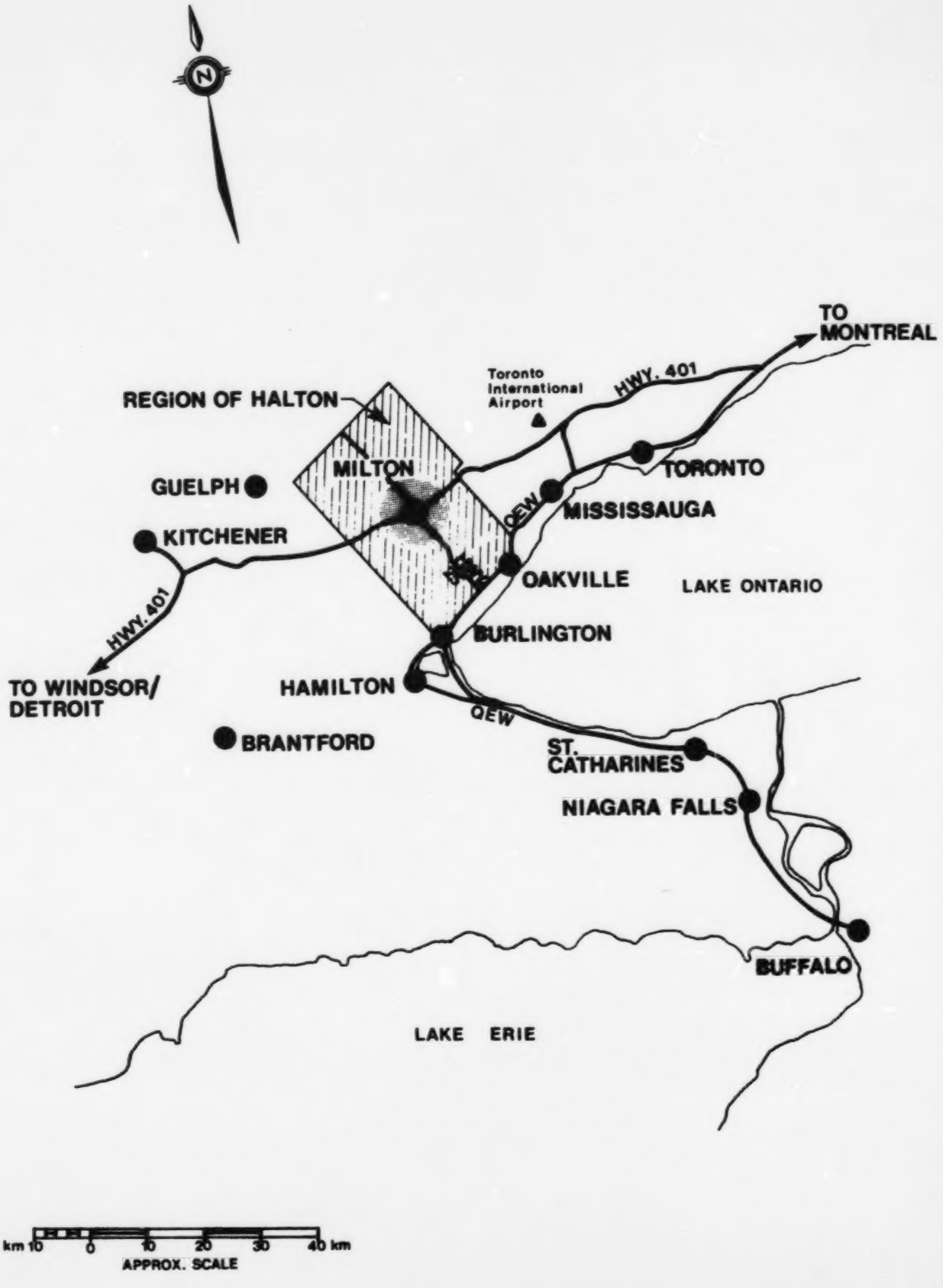
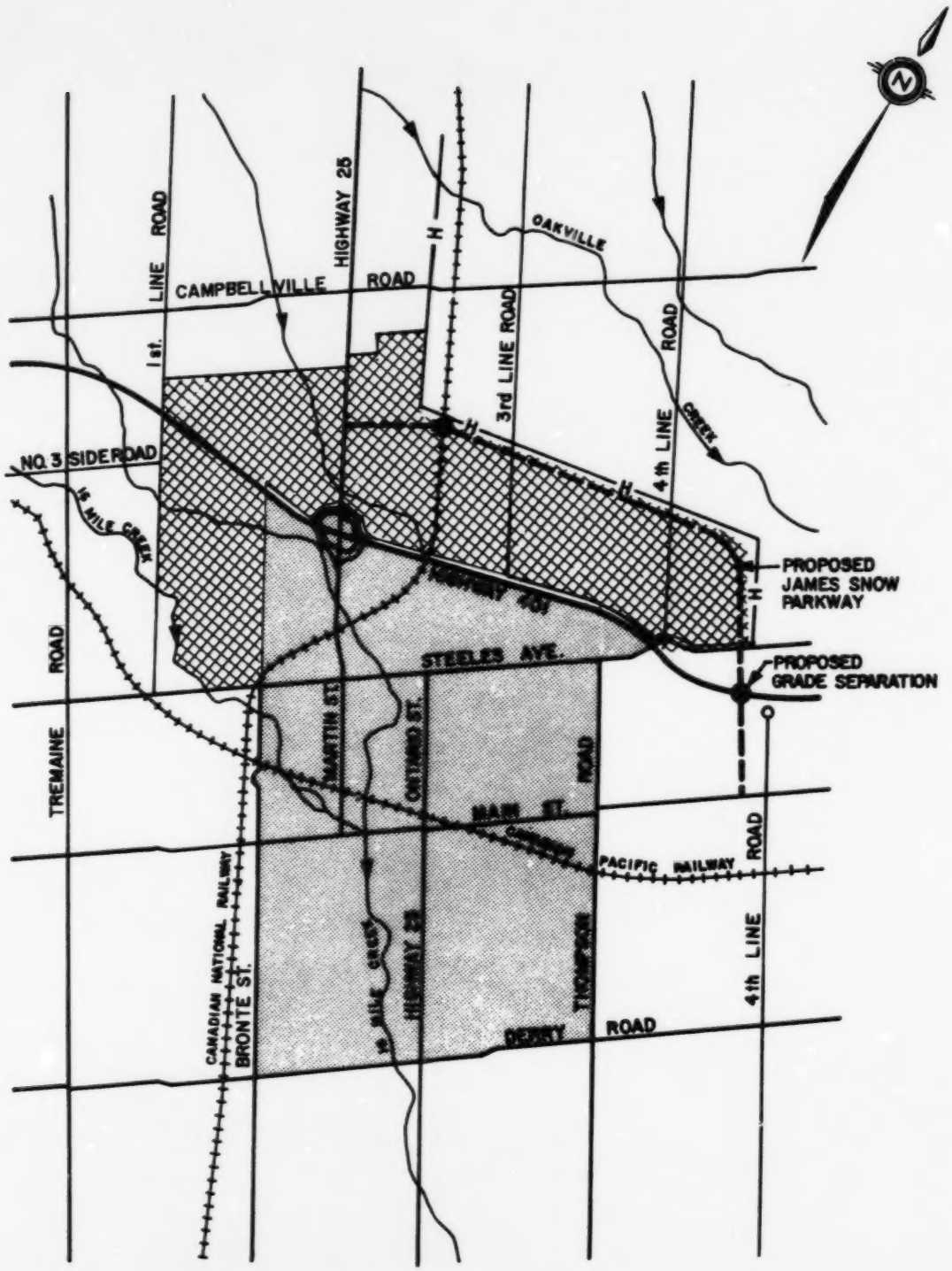


FIGURE 1-1
LOCATION
MILTON 401 INDUSTRIAL PARK



LEGEND:

PRESENT URBAN AREA

AMENDMENT No. 7 (INDUSTRIAL) AREA.

—H— HYDRO TRANSMISSION LINE CORRIDOR

FIGURE 1-2
KEY PLAN
MILTON 401 INDUSTRIAL PARK

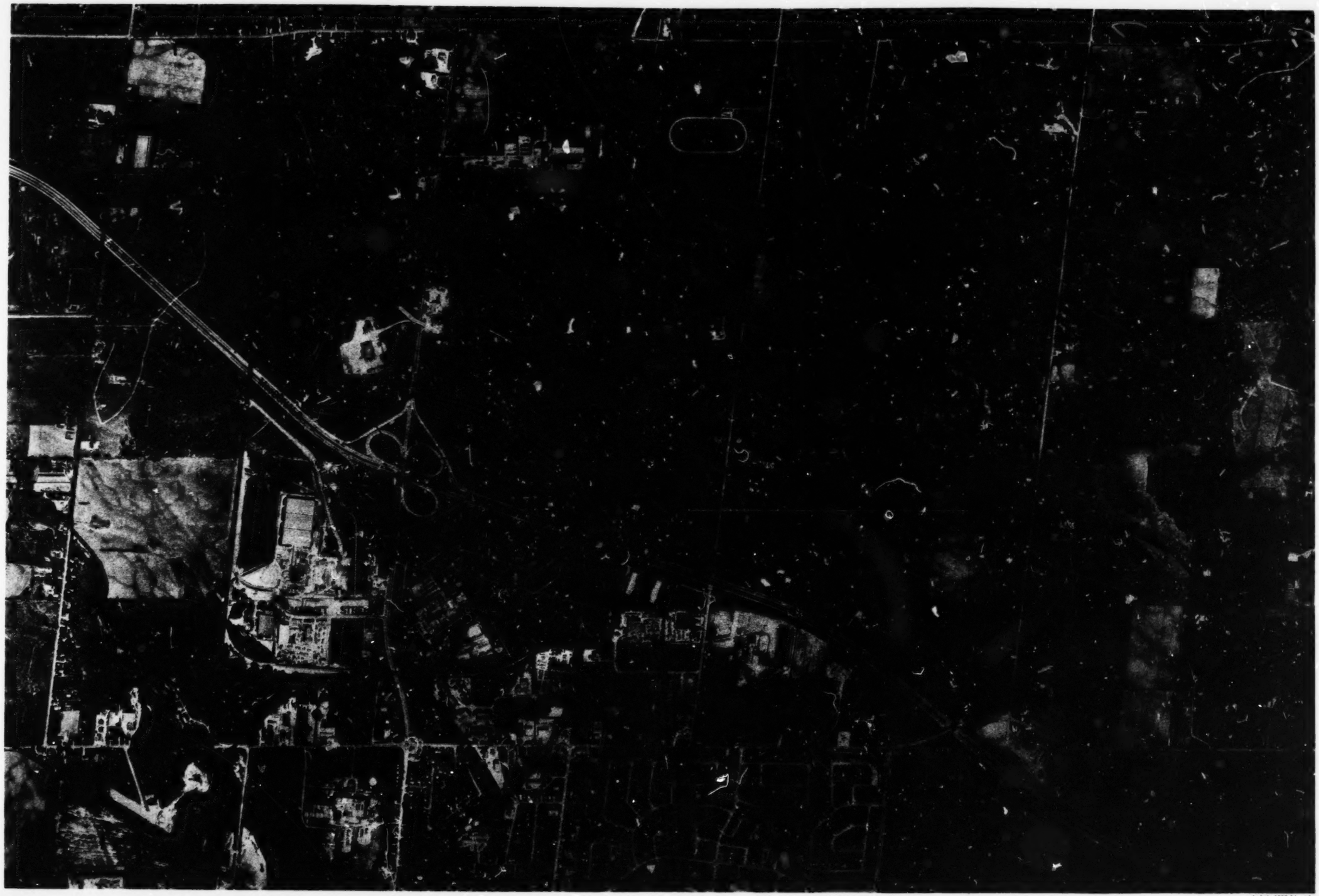


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PLATE 1-1
MILTON 401 INDUSTRIAL PARK

that the Amendment area south of Highway 401 is to receive sanitary sewers and municipal water as part of the "first phase" and can develop immediately in an orderly progression.

3. The pattern of development of the differently serviced lands is to be compact and adjacent to developed areas consistent with the reasonable availability of lands in either serviced category.

4. There is to be zero increase in storm water runoff above that currently generated on the Amendment area lands and water quality control measures are to be implemented.

In the Amendment No. 7 document reference is made to the Dorval Way. This roadway has since been designated the James Snow Parkway and has been referred to as such in the study.

The Milton 401 Industrial Park Implementation Policy addresses the following items:

A. Market Preferences
B. Staging
C. Roads and Traffic
D. Railway Service
E. Storm Water Management
F. Sanitary Sewerage
G. Municipal Water
H. Hydro
I. Telephone and Gas Utilities
J. Standards
K. Soft Services
L. Site Plan Control
M. Zoning
N. Costs
O. Financial Implications

The following sections outline the FINDINGS AND RECOMMENDATIONS in the report. Should detailed information be required, reference should be made to the full report.

A. MARKET PREFERENCES

1. The Milton 401 Industrial Park has several inherent features that make it attractive from a marketing preference point of view: a topographically suitable land area, large tracts of land for potential industrial users, transportation efficiency with easy access to major highways, rail lines, relatively close a major international airport, highway frontage for maximum exposure, close proximity to hubs of major commerce, readily available utilities, located within a growing Town with a well established residential, commercial and industrial base and within a Regional Municipality with an established Department of Business Development which is working towards a Regional Economic Strategy Plan.

2. Lots within the Industrial Park would provide a wide range of selection for individual sites generally ranging from approximately 1 to 4 hectare (2 to 10 acre) parcels.

3. The abundance of rail availability within the Industrial Park is a decided advantage with due consideration of the escalating energy costs.

4. The Milton 401 Industrial Park is stragetically located at the intersection of Highway 401 and Highway 25 on the major trucking route between Detroit, Toronto and Montreal with close proximity to the extensive Metropolitan Toronto market. The Park also provides convenient access via Highway 401 to Toronto International Airport.

5. With due consideration to the inherent features of the Industrial Park, manufacturing (including transport terminals, warehousing and distribution) and service industries can be expected to locate here.

6. Serviced land in the Park could be absorbed by industry at the price <u>today</u> of $55,000 to $65,000 per acre.

7. Consideration should be given to a promotional program for "marketing" the Milton 401 Industrial Park to potential buyers.

B. <u>STAGING</u> (Reference Drawing S-1)

1. It is recommended that the Milton 401 Industrial Park be developed in two stages. Stage I to include all lands to be provided with sanitary sewers and municipal water plus a section of the Park designated for municipal water only. Stage II will then be the remaining lands within the Industrial Park.

2. Amendment No. 7 allows 263.25 hectares (650 acres) to be developed on sanitary sewer and municipal water with a review when 60.75 hectares (150 acres) remain. The lands in Stage I are therefore divided into two "phases" of development with respect to those areas initially designated for sanitary sewers and municipal water.

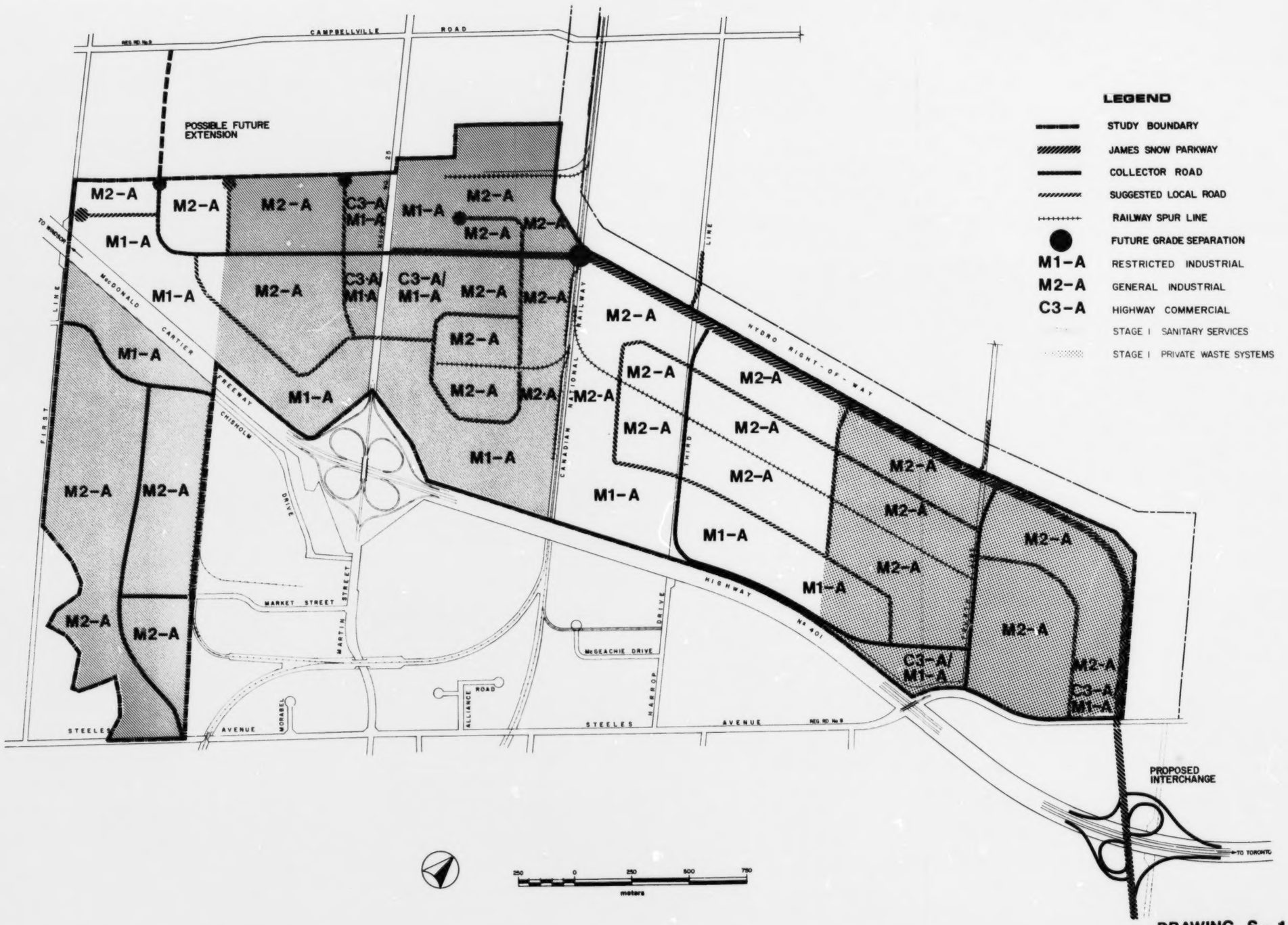
3. Stage I development on sanitary sewer and municipal water should be permitted in all of the area south of Highway 401 and the area north of Highway 401 bounded by the Canadian National Railway line, the northern limit of the Amendment No. 7 area and a line midway between First Line and Highway 25. This area would incorporate all of the "first phase" plus part of the "second phase".

4. The limits of the "first phase" development in the Stage I area with sanitary sewers and municipal water should be determined over time by demand rather than location. Gross developable acreage may be defined omitting areas subject to flooding, the Frankel Steel property and certain rights-of-way, thus freeing an area for the "second phase" over and above that contained by the limits described above for Stage I. The location to be allocated for the balance would best be decided when the "first phase" of Stage I is well advanced.

5. Stage I development on partial services - that is with municipal water service but without sanitary sewers - should be permitted in all of the area north of Highway 401 and in the Steeles Avenue area bounded by the Ontario Hydro right-of-way and a line midway between Third Line and Fourth Line. Development within that area should be permitted on a demand basis, subject to satisfactory financial agreements.

6. The Stage I area on partial services (as noted in 5 above) should be developed in such a way as to permit later development to respond to the possible extension of sanitary sewers. In other words, the siting of structures should, wherever practicable, allow a later infilling or expansion.

7. It is recommended that development be on the basis of agreements between the Municipality and owner and these applicable agreements be registered on title. Consideration should also be given to the preparation of "base model agreements" - one for areas designated for sanitary sewers and municipal water and another for those areas receiving municipal water only.



DRAWING S - 1
STAGING AND ZONING
MILTON 401 INDUSTRIAL PARK

C. ROADS AND TRAFFIC (reference Drawing S-2)

1. The Industrial Park area is well served by arterial roads and Provincial Highways, with Highway 25 being planned to be widened to four lanes from Highway 401 north to Campbellville Road (Regional Road 9) within the next five years, Highway 401 is to be widened to six lanes and the James Snow Parkway interchange is scheduled to be constructed within the next few years. Steeles Avenue will provide an important link from the Industrial area to the residential sector in Milton, while Highway 25, Campbellville Road and Steeles Avenue will provide important links to the north and east areas of the Industrial Park.

2. It is estimated that the Milton 401 Industrial Park in its fully developed state will average approximately 25 employees per hectare. The employee per hectare figure is lower than normally found in mature industrial parks, but it is anticipated that mainly "dry" industries such as warehousing, transport terminals, steel fabricating, etc. will be locating in the Park.

3. As per present day traffic patterns, under ultimate conditions, six traffic lanes probably will be required on Highway 25 and James Snow Parkway to accommodate the traffic generated by the Industrial area plus other developments in Milton and toward the north. Steeles Avenue should be planned as a four lane arterial between the James Snow Parkway and Ontario Street.

4. The road system for the proposed development south of Highway 401 must be capable of accommodating one to two lanes of traffic in each direction. This capacity can be provided by extending Market Street and Chisholm Drive through the Industrial Park and constructing a north-south collector road intersecting Steeles Avenue.

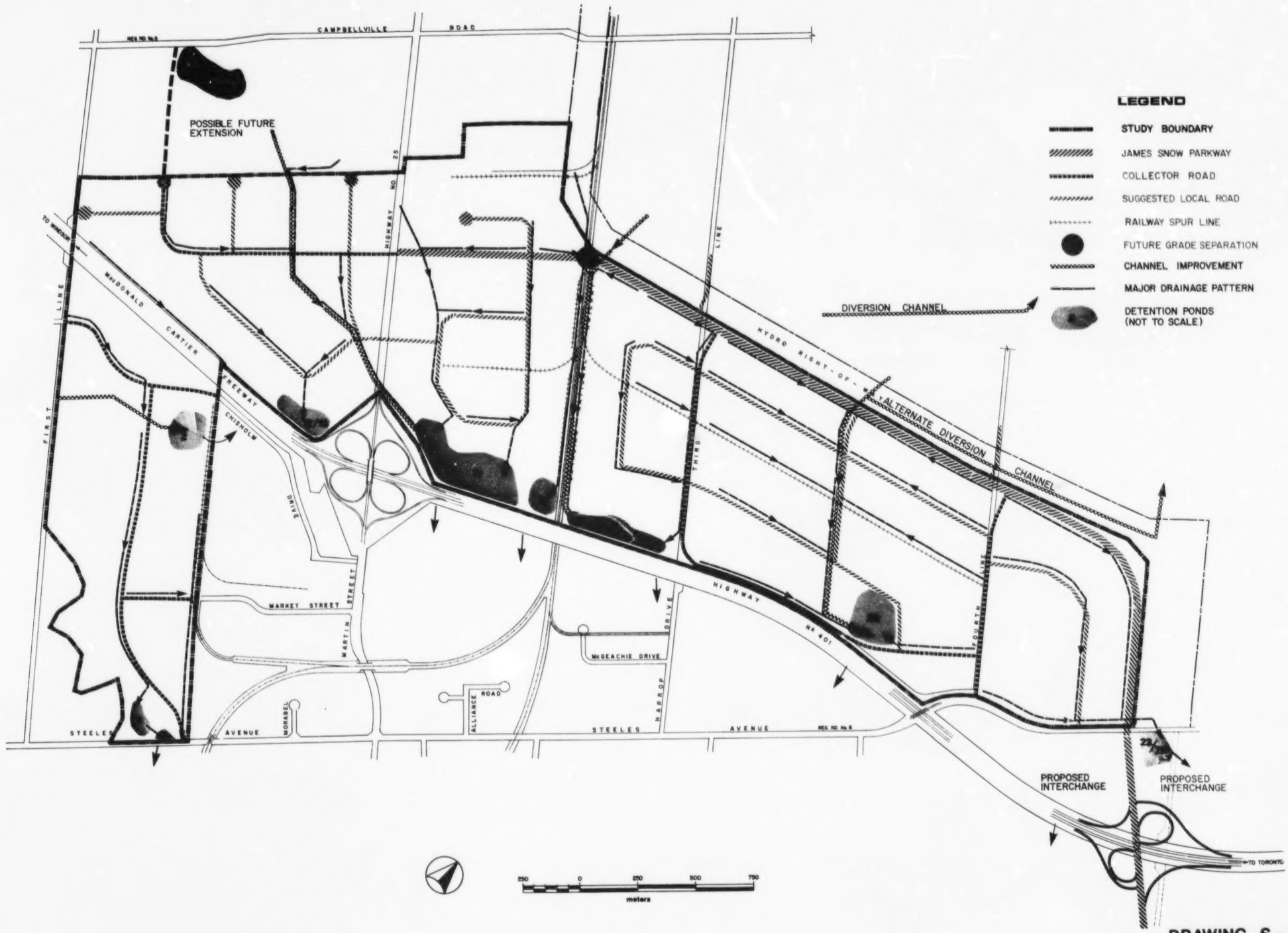
5. The proposed grade separation of the James Snow Parkway/Canadian National Railway mainline tracks will be required to be constructed as the Park matures and the road system is extended.

6. Third Line, Fourth Line and the North Service Road were designated as collector roads. A portion of the North Service Road east of Third Line has been relocated to provide an improved intersection with respect to Fourth Line. Third Line, Fourth Line and the North Service Road should be reconstructed by the developers having frontage or access on these roads. The abutting developers should also contribute the land necessary to increase the right-of-way width from the present 20.1 meters to the recommended minimum width of 26 meters.

7. The suggested local road system was developed in response to existing property boundaries in an attempt to permit adjacent owners to develop within different time frames and still obtain access to the collector or arterial road system.

8. The Town should encourage an increasing use of public transit in the Industrial Park by providing local transit routes to the residential sectors of Milton and access to the GO-Train Commuter Service.

9. The recommended right-of-way widths for the arterial roads of Highway 25, James Snow Parkway and Steeles Avenue is 36 meters. Additional rights-of-way width must be provided for additional lanes at arterial road intersections or other intersections where required and at the James Snow Parkway/Canadian National Railway grade separation. The recommended right-of-way width for the collector and local roads is a minimum of 26 meters.



DRAWING S – 2
ROADS AND DRAINAGE
MILTON 401 INDUSTRIAL PARK

10. Since the entire Industrial Park north of Highway 401 benefits from the James Snow Parkway all developers north of Highway 401 should share the costs of the Parkway property acquisition and construction. The contributions should be collected by the Region and the road constructed as a Regional project.

11. The right-of-way for the James Snow Parkway should taken by the Region at the time of signing of the development agreement and the developer should receive a credit against the development levy.

12. The section of the James Snow Parkway between Highway 25 and the Canadian National Railway is also the access road to the development traversed by the road. It is recommended that it be the responsibility of that developer to construct that section of the road.

13. All proposed collector or local roads within the Amendment Area should be constructed by the developer within whose development the road will be located.

14. Improvements to Highway 25 required due to the construction of a proposed intersection between Highway 401 and James Snow Parkway should be paid for by the abutting developers.

15. The estimated costs (reference Section N) for the James Snow Parkway are based on constructing a rural two lane roadway consisting of granular base, asphalt paving, sodded ditches and street lighting. Not included are items such as sanitary sewers, watermains, hydro or major drainage channels.

D. RAIL (reference Drawing S-2)

1. The Milton 401 Industrial Park is strategically located adjacent to the Canadian National Railway mainline. In order to take full advantage of this feature, spur lines were incorporated into the Industrial Park plan where feasible.

2. Initially, only easements should be taken for these spur lines and the actual tracks should not be built until required. It is recommended that the Town of Milton acquire the easements only and that the arrangements for constructing the tracks be left to the developer or the industry requesting rail service.

E. STORM WATER MANAGEMENT (reference Drawing S-2)

1. The Town of Milton supports the concept of a major/minor drainage system. The minor system in the Milton 401 Industrial Park should be designed for a 10 year storm and the major system for a 100 year storm.

2. The major drainage system consisting of natural channels, detention ponds, roadways and drainage easements must form a continuous system to carry the stormwater flows in excess of the capacity of the minor drainage system. This major system must be under the direct control of the Town of Milton.

3. Channelization of existing watercourses should be permitted, however, the channels must be designed as part of the major drainage system and any channel storage lost due to channelization must be compensated for by constructing or oversizing detention storage ponds on the channelized watercourse.

4. Detention storage ponds should be of the "dry pond" variety and should be constructed so as to limit the postdevelopment peak flows for the 5, 10, 25 and 100 year return period storms to the predevelopment peak flow level.

   These detention storage ponds should also be designed so that some water storage will occur for the more frequent storm events to settle out suspended particles matter which would otherwise pollute the receiving stream.

   The design and construction of any storage ponds should be the responsibility of the developer(s) served by the pond and the design be subject to review by the Town.

5. A construction erosion control plan should be submitted to the Town of Milton as part of the engineering submission for the subdivision agreement.

6. Channelization work on the W-D Branch of 16 Mile Creek will be required from Highway 401 northerly through the development. In order to prevent flooding downstream a holding pond will also be required on this watercourse just north of the culvert under Highway 401. These works will benefit a large area covering several developments and it is recommended that the works be constructed as a Town project, subject to satisfactory financial arrangements with the developers concerned.

7. In order to minimize the holding pond areas and the flow through the existing diversion channel just south of Highway 401, it is recommended that a diversion channel be constructed north of the development area. This channel would divert the flow from several small watercourses to the east branch of 16 Mile Creek. The

conditions are similar to those discussed in Item 6 and the work should also be carried out by the Town, subject to satisfactory financial arrangements with the benefitting developers.

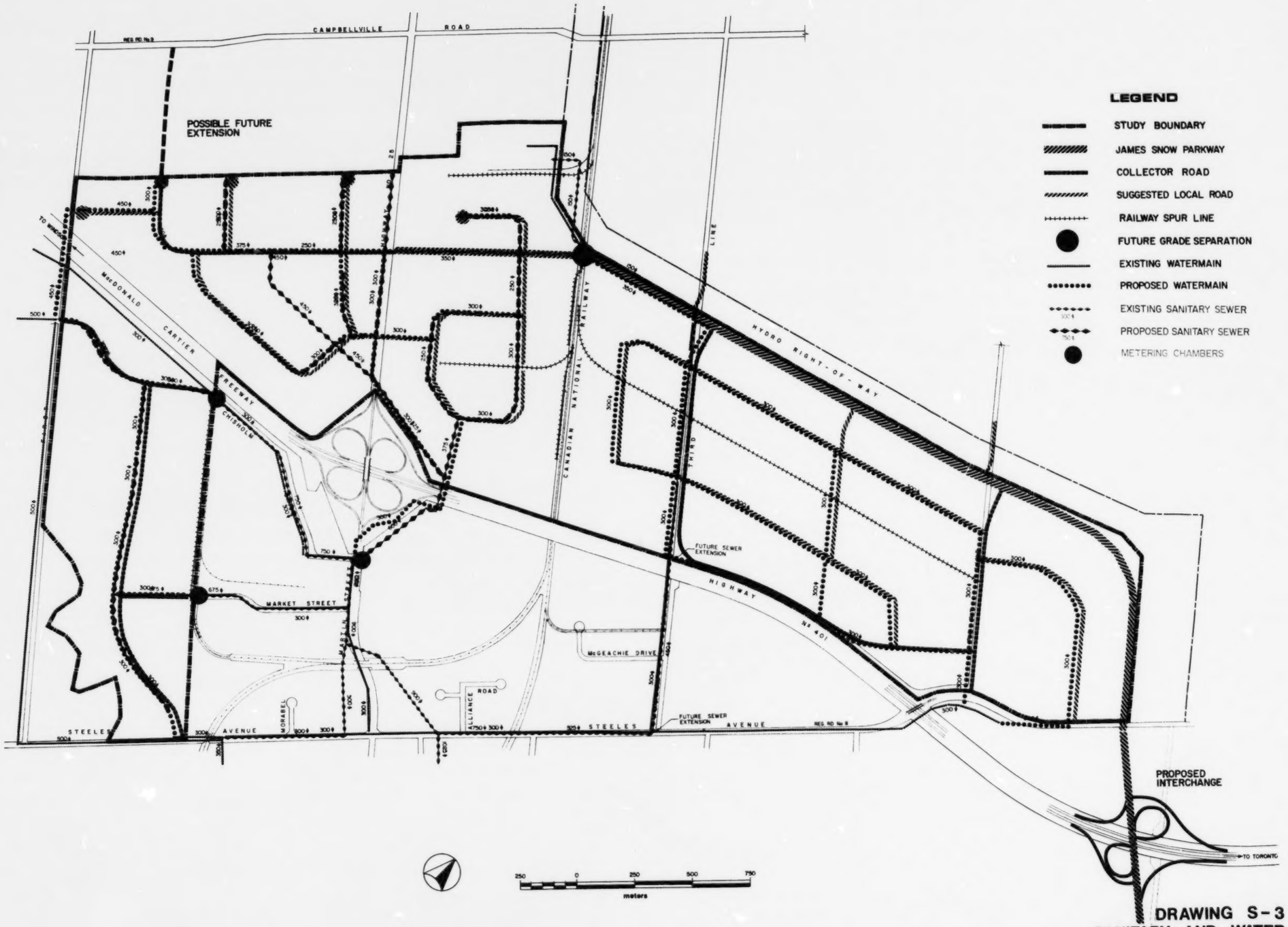
8. The surface drainage from the development area east of Fourth Line is presently accommodated in a shallow watercourse meandering through farmers fields easterly to 16 Mile Creek. The surface drainage will increase significantly after development and will cause extensive erosion downstream without preventative measures.

   It is recommended that a retention pond be constructed on the Hydro Right-of-way, south of Steeles Avenue between the Fourth Line and the proposed James Snow Parkway. This proposal was discussed with Hydro officials and subject to certain conditions, as of the date of writing, the pond may be constructed on Hydro property. The pond should be constructed as a Town project and the cost recovered from the benefitting developers.

F. SANITARY SEWERAGE (reference Drawing S-3)

1. A primary requirement pertaining to all phases of this development is that the sewage flow is not to be in excess of 2806 liters per gross hectare per day (i.e. 250 Imperial gallons per acre per day).

2. It is initially proposed to service approximately 202 hectares (500 acres) with sanitary sewers as a "first phase" of Stage I, followed by an additional area of 60 hectares (148 acres) to be known as a "second phase" of Stage I. The balance of Stage I or 135 hectares (333 acres) is to be initially serviced with private wastewater disposal systems and municipal water. Stage II will be serviced by either sanitary sewers or private wastewater disposal systems depending on the results of the flow monitoring program.



DRAWING S-3
SANITARY AND WATER

MILTON 401 INDUSTRIAL PARK

3. All flows from the sewered sections must be measured and any extensions to the area served by sewers will only be allowed when actual flow records indicate such extensions will produce flows within tolerable limits, subject to the satisfaction of the Town, the Region of Halton and The Ontario Ministry of The Environment.

4. The collection system must be designed to meet current Region of Halton standards.

5. The Amendment area south of Highway 401 can be serviced with sanitary sewers and municipal water as part of Stage I.

6. The area north of Highway 401 which is to be serviced with sanitary sewers and municipal water is bounded by the Canadian National Railway line on the east, the northern limit of the Amendment No. 7 Area and a line midway between First Line and Highway 25 on the west.

7. To service the area north of Highway 401 requires a trunk sewer extension northerly around the east side of the interchange, under Highway 401 extending to Highway 25 at the north side of the interchange. Also included is a short sub-trunk sewer extending northerly from a point north of Highway 401 at the east side of the interchange.

8. It is recommended that the cost of the trunk sewer across Highway 401 at Highway 25 be shared by the benefitting property owners.

9. Monitoring of sewage flows should be under the jurisdiction of the staff of the Region of Halton.

10. Each developer should be responsible for the design and construction of the sanitary sewer system within the boundaries of his development.

11. In the event that upstream development proceeds ahead of downstream development, the developer should be responsible for obtaining easements and financing such trunk sewers as may be necessary for his development. To the extent possible, without incurring any liability, the Region of Halton will assist in obtaining easements and financing such works.

12. Cost of oversizing of sanitary sewers to serve upstream development should be borne by the developer through which the sewer is installed.

13. Any wastes which are to be discharged to the sanitary sewer must meet the quality requirements of the current Industrial Waste By-Law of the Region of Halton.

14. In view of the existing soil conditions, private wastewater disposal systems will be allowed in designated areas, and as a GUIDELINE these should be designed on the basis of 1150 liters per hectare per day subject to site specific documentation as noted under item F.17).

15. For planning purposes, on sites served by private conventional septic tank and tile field wastewater disposal systems, no building should exceed 35 percent coverage; and no building plus parking and outside storage should exceed 70% coverage.

16. No individual industrial lot in the designated private wastewater disposal area should be less than 1.25 hectares (3.33 acres).

17. All private wastewater disposal systems should be approved on an individual site specific basis, based on a report by a qualified professional engineer.

G. MUNICIPAL WATER (reference Drawing S-3)

1. Provided that the water consumption is maintained as being approximately equal to the sewage flow then the capacity of the existing wells and reservoir is adequate to meet the anticipated demand.

2. The entire distribution system will be sized to maintain a minimum fire flow of 265 liters per second. The minimum main size to be 300 mm (twelve inches).

3. The area north of Highway 401 should be served by four main feeders crossing Highway 401 as follows:

   - On the extension of First Line Road
     Size: 450 mm (eighteen inches)

   - At the Interchange with Highway No. 25
     Size: 300 mm (twelve inches)

   - On the extension of Third Line Road (existing)
     Size: 300 mm (twelve inches)

   - On Steeles Avenue adjacent to existing overpass (existing)
     Size: 300 mm (twelve inches)

4. The four watermain crossings of Highway 401 will provide adequate assurance that balanced pressures will be maintained throughout the system, even if one is temporarily interrupted for whatever cause. In no case should further development be allowed unless connected to at least two crossings. Later connection of the four supply points will be through a trunk main along the north side of the development

probably but not necessarily on the right-of-way of the James Snow Parkway, and its extension west of Highway 25. The primary loop will be supplemented by watermains installed on local roads.

5. Since it is expected that development will proceed in phases, which may not necessarily be in the most desirable sequence, it will be mandatory, as part of the design process to prepare computer print-out of simulated fire flows in selected locations on proposed developments.

6. All watermains inside the boundaries for a development should be designed and constructed at the developer's direct cost.

7. The cost of oversizing truck watermains along the James Snow Parkway and from Highway 25 to First Line be paid for by the developments north of Highway 401.

8. The developer should arrange for and construct connecting watermains through adjacent undeveloped land as required to render his development feasible. The Region of Halton may assist in obtaining access agreements or obtaining assistance but the Region should not be responsible for delays or subsequent recovery of funds on behalf of the developer.

9. Costs for new and existing trunk watermains across Highway 401 which have been constructed already or are to be constructed by the Region of Halton should be assessed against the benefitting property on a fair and equitable basis.

10. Charges for all water used be in accordance with the Region of Halton "Rate Structure".

H. HYDRO

1. The Milton Hydro Electric Commission has indicated that a 27 KV, 3 phase 4 wire grounded Y overhead power supply system will be constructed in the Industrial Park. To their customers a 120/208 volts 3 phase or 347/600 volts 3 phase service will be available. As per present Milton Hydro policy, the system will be designed and constructed by Milton Hydro and charged against the developments.

2. It is recommended that road lighting be installed throughout the Industrial Park. The lighting should be installed by the developer as part of the servicing requirements.

I. TELEPHONE AND GAS UTILITIES

1. Both Bell Canada and Union Gas have indicated that their facilities will be extended into the Industrial Park when required.

2. Union Gas already has several high pressure mains in place up to the boundary of, or running through, the Industrial Park.

J. STANDARDS

1. Existing Town of Milton and Region of Halton standards are generally deemed to be adequate for use in the Industrial Park. Figure 11-1 indicates the standard location for all services subject to adjustment to meet special conditions.

2. Generally, all surface drainage is to be accommodated in roadside ditches and open channels, which are to be designed in conjunction with detention ponds on the basis of current storm water management techniques.

3. Road and entrance culverts should be designed to accommodate at least a 10 year design storm. Secondary drainage up to a 100 year storm must be identified and provided for in such a way as to minimize possible damage to public and private property.

4. Run-off coefficients proposed are as follows:

Paved Areas	C = 0.90
Commercial, Industrial	C = 0.70
Railway R.O.W.'s	C = 0.30
Grassed Areas	C = 0.20

5. Sedimentation and detention ponds must be designed in accordance with current practice and are to be approved by the Halton Region Conservation Authority and the Ministry of Natural Resources.

6. Basic Roadway Dimensions:

R.O.W. width	-	26 meters minimun
Pavement width	-	7.5 meters minimum
Shoulder Width	-	2.5 meters minimum

7. Minimum Structural Requirements for Roads:

Surface Course Asphalt	35 m H.L. 3
Base Course Asphalt	90 mm H.L. 8
Granular Base Course	150 mm Granular "A" or 150 mm of 19 mm Crusher Run Limestone
Granular Sub-base	450 mm Granular "B" or 300 mm of 50 mm Crusher Run Limestone

FIGURE 11-1
TYPICAL ROAD SECTION
MILTON 401 INDUSTRIAL PARK

8. Sanitary sewers to be designed on the basis of the following criteria:

Equivalent Population	- 49 persons/gross hectare
Unit Sewage Flow	- 360 liters/capita/day
Peaking Factor	- $M = 0.8 \left(1 + \frac{14}{4+\sqrt{P}}\right)$
Peak Infiltration	- 11,222 liters/gross hectare/day

9. Meter chambers should be located at three locations to continuously monitor all sewage flows generated from the Industrial Park.

10. Interceptor manholes should be installed on each sanitary sewer service connection adjacent to the street line on municipal property.

11. Watermains should be located 4.5 meters off the north or east streetline, with a minimum depth of cover of 1.7 meters.

12. Thermal protection of watermains in ditch lines or special detail to maintain cover will be required at hydrants.

13. Hydrants should be located 2.5 meters off the streetline.

K. SOFT SERVICES

1. The potential impact that the Milton 401 Industrial Park will have on the "Soft Services" in the Town was reviewed and it was concluded that the only services affected will be solid waste collection and fire protection.

2. Solid Waste: it is recommended that no municipal solid waste collection service be initiated in the Industrial Park and that each industry be responsible for the disposal of its own solid waste. On-site incineration should not be allowed.

3. Fire Protection: the new Milton Firehall is located on Steeles Avenue close to points in the Industrial Park.

L. SITE PLAN CONTROL

1. Amendment No. 7 requires that Site Plan Control be applied to all of the Industrial Park area. Support of its use over more than limited locations adjacent to Highway 401, is contingent upon the Town continuing to exercise this control through the staff in the manner it does at present. The process should be kept standard, simple and expeditious. A complicated and lengthy process would be a deterrent to industrial development.

2. Zoning should be kept as simple as possible, reflecting that it will be flexibly augmented by Site Plan Control. For example rather than introduce three industrial zoning classifications, Site Plan Control is used to obtain an intermediate form of development using only two.

3. Drainage and grading plans for all proposed developments within the Amendment area should be approved by the Town under site plan control. This is of particular importance in reference to lots with private wastewater disposal systems.

M. ZONING (reference Drawing S-1)

1. The concept applied to zoning is that it should encourage industry by being simple and not unnecessarily restrictive, while responding to the servicing limitations. These limitations are imposed on the

one hand by a limited absorbtive capacity of soils for development areas on private wastewater disposal systems and on the other by a maximum sewage effluent flow of 2806 liters per gross hectare per day (250 gallons per gross acre per day), as defined in Amendment No. 7 for areas on sanitary sewers and municipal water. The Highway 401 and Highway 25 corridors are flanked by restricted industrial uses and the balance is proposed for general industrial uses. Some limited allowance is made for highway commercial and associated commercial uses as an alternate to industry.

2. The Amendment No. 7 area is presently zoned largely for agriculture. Pre-zoning for industry would be attractive to most industries but is not permitted by the Amendment. It is also impractical because precise locations of local roads, for example, cannot be known until the detailed sequence of development, detailed subdivision design and type of user demand are established, especially because of the number of different ownerships. In addition the municipality would lose an undue degree of control.

3. It is recommended that the "staging and zoning plan", Drawing S-1, together with this implementation policy form the basis for decision-making on development applications and that it be adopted as Council policy by Milton.

4. The proposed zoning standards retain elements of the existing M1, M2 and C3 zoning which are compatible with the concepts above and the chief differences are in the stringent discipline imposed by servicing limits. These are most restrictive in partially serviced areas. In order to differentiate, the proposed zoning designations in the Milton 401 Industrial Park are M1-A, M2-A and C3-A. Each type of use is assigned one of three categories of standards (primarily an amount of floor-space or density) according to the sewage effluent generation characteristics it would be expected to have.

"Offices" are the most restricted, "dry manufacturing" intermediate, and "warehousing" the least restricted. A method of reviewing such characteristics on an individual basis is proposed as applications are made.

5. Zoning Standards Summary: Provisions of All M1-A and M2-A Zones

PROVISION	FOR AREAS ON SANITARY SEWERS	FOR AREAS ON PARTIAL SERVICES
a) Sewage Effluent Maximum flows	2806 liters per hectare per day	1150 liters per hectare per day*
b) Parking minimum	- Offices 1 space per 300 ft.^{2}(28m^2) GLA - Manufacturing 1 space per 1,350 ft.^{2}(150m^2) GLA - Warehouse 1 space per 3,150 ft.^{2}(350m^2) GLA	
c) Density Maximum	**	
offices	0.06 F.A.R.(6%)	0.025F.A.R. (2.5%)
manufacturing	0.35 F.A.R. (35%)	0.15F.A.R. (15%)
warehousing	0.8 F.A.R. (80%)	0.35 F.A.R. (35%)
d) Building Coverage Maximum	60%	Septic Tanks 35%; Systems Vacuum 50%
e) Landscaped Open Space Minimum	10%	30% (unpaved)
f) Minimum Lot Size	none	1.25 hectares

* subject to site specific documentation (reference item F.17)

** Floor Area Ratio

6. For M1-A zones the minimum building area shall be 900 m^2 (10,000 $ft.^2$) gross. The maximum open storage shall be 30% or not more than the ground floor of the main building on the lot, whichever is the lesser.

7. Summary of Zoning Permitted Uses

M1-A Zones

- Assembly plant
- Dry cleaning establishment
- Fabricating plant
- Laboratory
- Manufacturing plant
- Processing plant
- Warehouse
- Workshop
- Packaging establishment
- Wholesale outlet, business office or eating establishment accesory to a permitted use
- Farm implement dealer
- Vehicle dealer
- Boat or marine supplies dealer
- Public uses in accordance with section 6(16) of By-law 31-69
- Open storage ancilliary to permitted use on same lot
- Dwelling unit in non-residential building if occupied by caretaker, watchman or similar person employed full time on the lot.

M2-A Zones

- All uses permitted in M1-A zone
- Builder's supply yard
- Contractor's tradesman's shops or yard

- Lumber yard
- Fuel storage depot or tank
- Automotive body shop
- Cartage express or truck transport terminal or yard
- Feed Mill
- Flour Mill
- Grain Elevator
- Storage tank.

C3-A Zones

- All M1-A uses
- C3 permitted uses from By-law 31-69, with the exception of hotels, motels, eating establishments and car washes.

8. Consideration should be given to including the small area between Steeles Avenue and Highway 401, west of the James Snow Parkway (south east corner of Amendment area) in the Industrial Park.

N. CAPITAL COST SUMMARY

1. The costs of the recommended works described in this report have been estimated on the basis of March 1981 construction costs. The Engineering News Record (E.N.R.) Index for the City of Toronto for that period is approximately 3600. The estimated capital costs include such items as property requirements, approvals, permits and an allowance for engineering. They do not include allowances for legal fees, borrowing costs or escalation of construction costs.

   All construction costs must be adjusted to the Index pertaining at the time of construction.

2. The summary of the costs for the capital works to be carried out by the Town of Milton and the Region of Halton is tabulated in Table 15-1 subject to suitable financial arrangements with the developers.

0. FINANCIAL

1. Apportionment of Servicing Costs

a) Servicing costs have been apportioned to the area north of 401 only. All services have been previously provided to the boundary of the Industrial Park south of 401.

b) Servicing costs have been apportioned on a direct benefit basis.

c) Servicing costs have been apportioned on the percentage relationship of the area of each benefiting property.

d) The areas used in apportioning the servicing costs have been adjusted for the loss of serviceaable land to the construction of the James Snow Parkway and/or the construction of holding ponds within the boundary of the Industrial Park.

e) Total servicing costs apportioned are:

Town of Milton	
Storm water management costs	$ 911,000
Regional Municipality of Halton	
Major road construction	$3,655,000
Watermains	605,000
Sewerage	280,000
	$4,540,000
Total Servicing Costs	$5,451,000

ESTIMATED CAPITAL COSTS SUMMARY

SUMMARY REPORT SECTION NO.	DESCRIPTION	TOWN OF MILTON *	REGION OF HALTON *
C	James Snow Parkway		$1,080,000
	Grade Separation (James Snow Parkway/C.N.R)		1,750,000
	Traffic Signals		198,000
E	Holding Pond No. 11	$ 450,000	
	Holding Pond No. 23/24	140,000	
	Channelization	56,000	
	Creek Diversion	265,000	
F	Hwy 25/401 Trunk Sewer (Chisholm Drive to north limit of the interchange)		280,000
G	First Line Trunkmain (Third Side Road to north side of Highway 401)		145,000
	Highway 25/401 Trunkmain (Chisholm Drive to north limit of the interchange		180,000
	Third Line Trunk main (Harrop Drive to north side of Highway 401)		40,000
	Steeles Avenue Trunk main (Thompson Road easterly to Regional Works Yard)		105,000

DESCRIPTION	TOWN OF MILTON *	REGION OF HALTON *
Oversizing of Trunkmains (First Line to Highway 25) (Highway 25 to Third Line)		$135,000
Estimated Capital costs by Town of Milton *	$ 911,000	
Estimated Capital costs by Region of Halton *		$3,913,000

* Subject to suitable financial arrangements with the Developer

f) The capital contribution resulting from the apportionment of the servicing costs to be paid by the developers to the Town of Milton varies from a maximum of $1,754 per acre to Nil. Those properties not required to pay a capital contribution to the Town are required to construct and/or pay for storm water management services within the boundary of the Industrial Park.

g) The capital contribution resulting from the apportionment of the servicing costs to be paid by the developers to the Regional Municipality of Halton varies from a maximum of $4,934 per acre to a minimum of $4,171 per acre. Those properties with the lower capital contribution are on partial services only (no sewers).

h) The combined capital contribution to be paid to the Town and Region varies from a maximum of $6,358 per acre to a minimum of $4,171 per acre.

2. Timing of Services

a) The servicing costs have been segregated between "Immediate Servicing Costs" requiring front end financing by the Town and Region prior to development proceeding and "Long Term Servicing Costs" requiring funds to be expended by the Region as the industrial park matures.

b) Stage 1 development should be developed in three parcels in order to minimize the financial risk to the Town and Region on "front ending" the immediate servicing costs.

c) The area south of 401 should be considered Parcel 1 and development in the two areas north of 401 in STAGE 1 should be considered Parcels 2 and 3. Development should be considered premature in

Parcels 2 and/or 3 until the financial risks involved in opening these areas are acceptable to the Town of Milton and the Region of Halton.

d) The long term servicing costs will have to be front ended in part by the Region of Halton. The amount to be front ended will depend upon the contributions received toward the long term servicing costs at the time of construction. The time of construction will be determined based upon the need in relation to development within the park at any point in time.

3. Inflationary Implications

a) It is recommended that the following adjustments be made to all unpaid capital contributions.

i) Where the actual service has been constructed, the capital contributions required should be increased every six months by the then average municipal borrowing rate for that period.

ii) Where the actual service has not been constructed, the capital contribution required should be revised every six months by the change in the Southam Construction Cost Index Ontario Service for the period.

iii) At least every five years the unconstructed services should be recosted and the unpaid capital contribution adjusted accordingly.

b) Excess funds in the hands of the Town or Region should be invested in accordance with The Trustee Act.

4. Policy To Enforce Payments of Capital Contributions

a) Each developer should be required to enter into an agreement with the Town of Milton and the Region of Halton agreeing to satisfy the financial requirements of the Town and the Region.

b) This agreement should require that all funds due from the developer must be paid prior to registration of the plan of subdivision.

5. Detailed Report

For further information pertaining to the Financial Section of the Official Plan Amendment No. 7 Implementation Policy Report see MacGillivray & Co.'s detailed report issued under a separate cover or as contained in Appendix 6 of the full Implementation Policy Report.

POOR

QUALITY

ORIGINAL